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No. 1 Dock, Kowloon	700'	50' 0" (50' 0" 1/2 " NOM.)	8' 0"	7' 6"
No. 3 Dock, Kowloon	571'	74'	12' 6"	7' 6"
No. 4 Dock, Kowloon	540'	69'	11'	7' 6"
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Hongkong, April 11, 1912.

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is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

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COMMERCIAL

SHARE REPORT

Messrs Vernon and Smyth, in their weekly share report, dated Nov. 28th, state:—
The local market during the past week has been steady, and in several stocks prices have improved, and look like going better. Large amounts have been fluctuating market round about 1/2, but have weakened buyers not offering more than 1/2. 3/4. "Oils" have again been a very quiet market, but prices, according to our latest London advices, are slightly higher. The tone of the rubber market is advised as being stronger, but the inquiry for stocks is very limited. The Tin market being reported as quiet in London. Fine Hard Para has declined to 3/4 per lb., and Plantation Stocks to 2/4 per lb. The open market rate of discount has eased according to latest advices to 4 1/2 per cent, and the Bank of England rate remains unchanged at 5 per cent. Bar Silver is now quoted at 52 1/2 for ready, and 52 1/2 for forward. Sterling T.T. closes at 4 1/2. Shanghai T.T. at 7 1/2 and Singapore T.T. at 8 1/2. Consols are now advised as standing at 7 1/2.

Banks.—Hongkong and Shanghai have remained a steady market at 1/2, at which price shares have changed hands. London market is unaltered with a middle quotation of 1/2, 1/2, and sellers at 1/2.

Marine Insurance.—Unions have again ruled very quiet, and close with a nominal quotation of 1/2. Cautious have been slightly easier, but now close with buyers in evidence at 1/2, with no shares on offer. North China are unchanged with a nominal quotation of 1/2. 1/2, and Yangtze remain at last week's figure viz 1/2 nominal at exchange 7 1/2.

Shipping.—Hongkong, Canton and Macao have changed hands at 1/2, 1/2, and 1/2, but not having shares are on offer. Indo China still remain a dull market, and having declined to a selling quotation of 1/2. The London middle price being advised as 1/2. China and Manilla have strengthened, and close in demand with buyers at 1/2, without any shares offering. Suez Ferries are firm at 1/2, but no shares are obtainable. Douglases are still a quiet market and close with sellers at 1/2.

Oils.—Shells are advised from London at the slightly improved price of 100 1/2, middle and Mexican Eagles at 41 1/2, middle. Ural Caspian are also better, and according to latest advices have now a middle quotation of 1/2.

Refineries.—China Sugars have been in good demand, and have been dealt in at 1/2, at which figure they now close with a nominal quotation. Lurons are unchanged at 1/2.

Mining.—Rauhe remain on offer at 1/2, and Kailan are slightly weaker at 1/2, middle. Howwoods have again been sold at 1/2, and Trenches have weakened to a middle quotation of 1/2.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks during the early part of the week weakened but are now in request at 1/2. 1/2, and 1/2. Kowloon Wharves have been sold at 1/2, and Trenches have weakened to a middle quotation of 1/2. New Amoy Docks remain a dull market and close with a nominal quotation of 1/2. 1/2, and 1/2. Shanghai Docks have a nominal quotation of 1/2, and 1/2. Whampoa Wharves are unchanged from last week viz 1/2, 1/2, nominal.

Land, Hotels and Buildings.—Hongkong Lands remain in demand at 1/2, but no sales have to be reported. Kowloon Lands are for the most part neglected and again close with a nominal quotation of 1/2. West Point are still on sale at 1/2, without any buyers at the price. Humphreys Estates have changed hands at 1/2, and are now slightly easier with sellers at same figure. Hongkong Hotels (old) have been sold at 1/2, and the new ones have now buyers at 1/2.

Cotton Mills.—The Northern Mills have again been a quiet market and our latest advices are as follows, viz. Ewoe Tin, 148 nominal, Kung Yik Tin, 144 nominal, and Kung Yik Tin, 100 1/2 and Shanghai Cottons Tin, 118 nominal. Hongkong are still neglected, with sellers at 1/2.

Miscellaneous.—Green Islands are at 1/2, and have declined to 1/2, at which price they have been dealt in, and now close with buyers at same figure. China Borneo are wanted at 1/2, but no shares are on offer. Dairy Farm are wanted at 1/2, Hongkong 1/2, Kowloon 1/2, and 1/2. Steam Laundries at 1/2, and Hongkong Trams at 1/2. China Providents have been sold at 1/2, and Fowls are on offer at 1/2. Palms have sellers at 1/2, and 1/2. Chinese close with a nominal quotation of 1/2.

London Quotations.—The following quotations (middle price) were received from our London Agents by wire this morning.

Indo-China (combined)	165 1/2
Chinese Engineering	35 1/2
H.K. Marine Insurance	42 1/2
Trench Mines Ltd	42 1/2
Ural Caspian	53 1/2
Mexican Eagles	41 1/2
Shell Transport & Steamer	100 1/2
British Petroleum	5 1/2
United Services	9 1/2
Rubber Plant Ltd, Trans	10 1/2
Eastern Int. Trade	13 1/2
Venture Trust Ltd	1 1/2

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THE MAD KING OTTO.

Proposals for Effecting His Deposition.

Success of Famous Ludwig.

Saw a writer in the Times of India:—
Within the walls of the Royal Castle of Furstentum, in Bavaria—a majestic building, standing out with vivid whiteness against a sombre background of hill and forest—there is being enacted a drama which has few parallels in the history of the world. King Otto of Bavaria—King in name only—has for a quarter of a century lived amid all the regal splendour of the castle, hopelessly, often times dangerously, insane. Occasionally, he has been believed to be regaining his reason. He has broken the blank, stubborn silence of many years; he has spoken rationally. But the change has been only temporary; his attendants cannot now dare hope for more.

WAGNER'S FUROR.

He came to the throne in 1886, when his brother, the romantic Ludwig, committed suicide by drowning himself in the palace lake. Ludwig was the discoverer of Wagner; he was a poet who tried to make the dreams of poetry the realities of daily life. He lived in remote and marvellously beautiful castles which he had erected upon the crests of mountains, and was seen by his people only in fitful glances dashing along through the night on a milk-white horse, or glittering with gold-laid armour in the moon light like a second Lohengrin. In time it was obvious that his mind had altogether failed. He was put under the charge of physicians, but escaped from them and cast himself into the lake.

His madness was inspired in one respect—it was a mad genius which enabled Ludwig to build the most beautiful palaces in Europe. In architecture and in their immediate surroundings they leave their neighbours far behind. The Neuschwanstein, which is considered one of the achievements of Ludwig's madness, is exceedingly impressive as viewed from the valley below. It perches on the rocky summit like some great but graceful white bird. A long, steep road leads up to the massive entrance gates. Inside, the decorations are in keeping with the commanding site of the building. Ludwig's people found his mania too expensive and deposed him. Then it was that he committed suicide. His brother Otto succeeded him and was known at the time to be insane also.

THE REGENT.

That was 26 years ago. The Bavarians are again tired of their situation, and messages from Munich have lately shown that the agitation for the elevation of Prince Ludwig, who succeeded his father as Regent of Bavaria, in December last, to the rank and title of King is likely to bear fruit at an early date. It was not at first clear whether the project should be carried out by a proclamation or by a change in the Constitution. But the Government were willing to take the necessary steps in the matter, and a royal telegram shows how they propose to solve the problem.

If the afflicted monarch had entirely recovered his reason he would, of course, have occupied the throne of Bavaria. For thirty years Prince Ludwig, as Regent, ably conducted the State's affairs, and in the event of the King's death, Prince Ludwig would have succeeded. The heir to his Regent seat in succession to the throne was Prince Ludwig, a talented and ambitious soldier, and it is he who recently became Regent and to place whom on the throne the present steps are being taken. His Princess, according to the Legation League of England, is the direct heir of the House of Hapsburg, the first Prince Rupert, son of Prince Ludwig, will ultimately be King of Bavaria.

King Otto's madness keeps him completely out of public affairs. He seems not even to count the passing years. Queen Marie, his mother, and King Louis II., his brother, both of whom have been long dead, occupy his thoughts daily. The discussion events of 1876 as if they were "that of recent occurrence." He is unaware that he has been King since that year. In fact, thirty-six years have wholly dropped out of his life, and he is picking up the threads as if they had never been broken.

The mother of Otto and King Ludwig II. was one of the most beautiful women in Europe. Both women were strikingly handsome youths. While the latter was on the throne, Prince Otto led a somewhat riotous life in the army. Though

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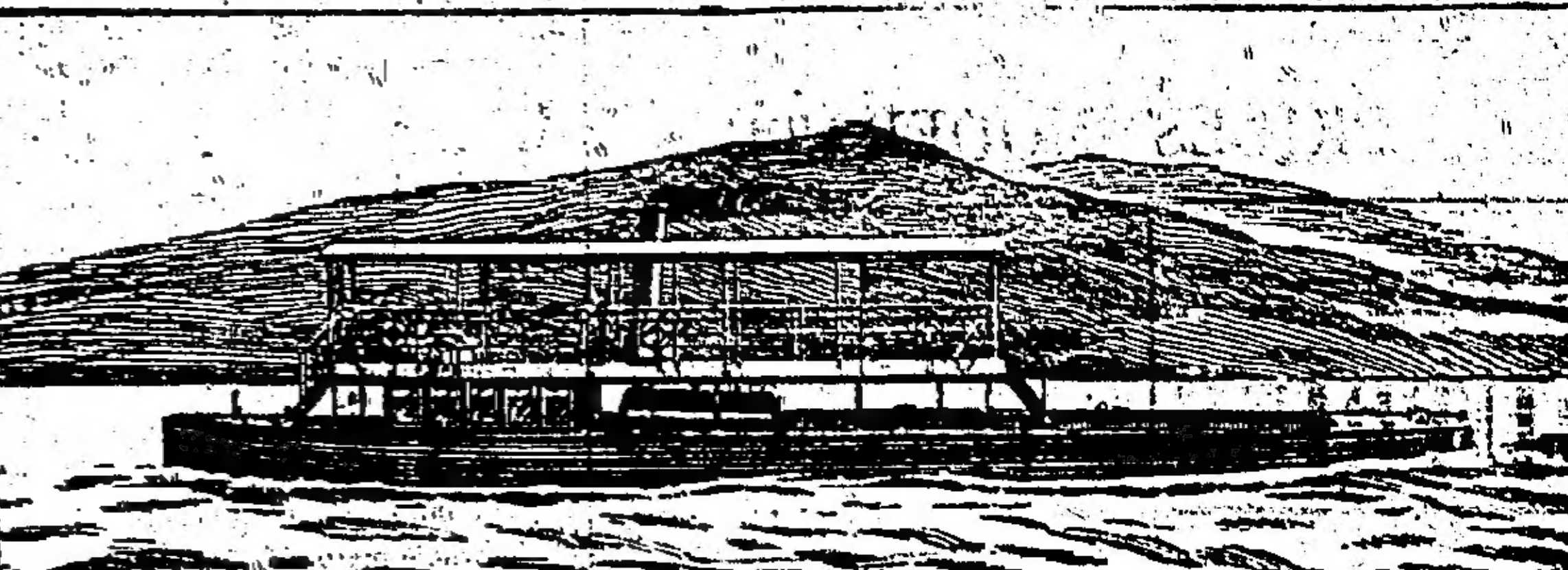
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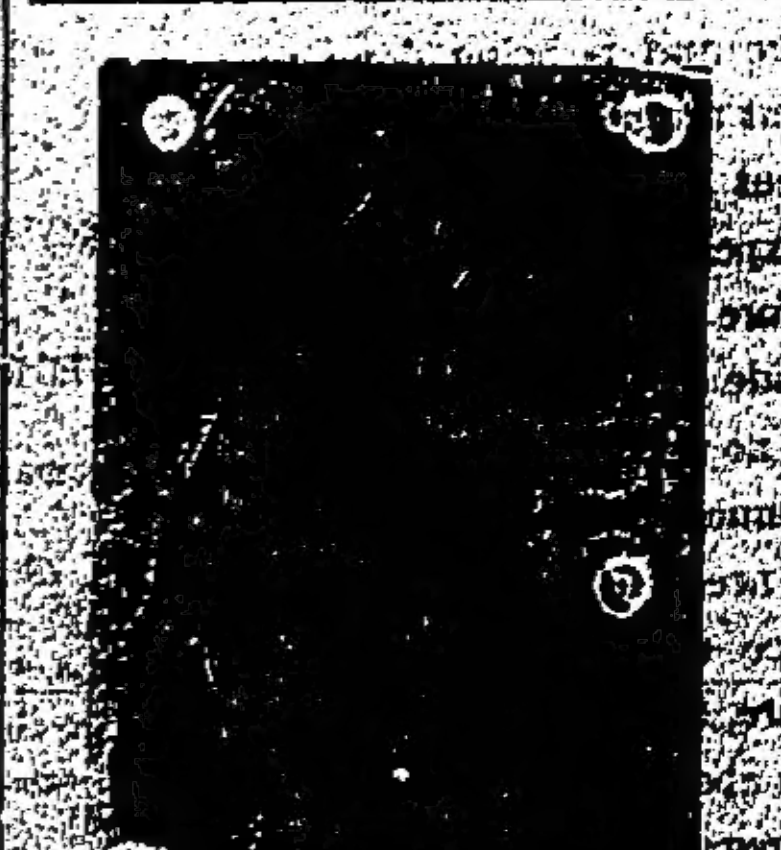
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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE SOUTH AFRICAN INDIAN TURMOIL.

LONDON PRESS COMMENTS.

LONDON, Nov. 28.

The Times says it is impossible for the strongest English well wishers of the Indian cause to sympathise with their fellow-subjects in realising one of his Majesty's Governments as they have been doing in Natal. A violent conflict with the forces of the Crown can only postpone the redress of these grievances, perhaps indefinitely. If the leaders who organised the resistance of the Indians refuse to arrest it now, they will forfeit a great deal of sympathy. Their doubts about such sympathy must be finally removed by the Viceroy's speech at Madras. If order is restored in Natal the influence of the India Government will be exerted with energy and effect on their behalf. This, we feel assured, was what Lord Hardinge intended to convey to the Imperial Government. Immediately order is restored, they must press for a full investigation of their grievances. We are sure that this will not be resisted by Sir Louis Botha's Government or South African opinion if the proper steps are taken now that the necessity is real.

The Daily Telegraph comments—We cannot be wrong in assuming that Lord Hardinge's extraordinarily strong expressions were deliberately adopted on the ground of expediency. That such a declaration of sympathy was thought necessary bears out the statement of some observers that there had been nothing like the ferment in India over this affair since the Mutiny. It is earnestly to be hoped that the political insight and imagination of Sir Louis Botha will enable him to understand the Viceroy's difficulties and that an Imperial question of the gravest character is involved. The whole Empire looks to South Africa to handle the problem wisely, and a basis of action, an official enquiry into the allegations seems urgent.

The Daily Graphic says—Lord Hardinge, knowing the uselessness of despatches to the Imperial Government, has taken the right course in showing by a public speech his sympathies with the people over whom he is appointed to rule.

The Daily Mail says—It was fit and proper for the Viceroy to express dissatisfaction, but one would have expected the representative of the King-Emperor to weigh his words with care. The speech is unlikely to ease the situation in South Africa or help the Indians.

The Globe advocates that the Imperial Government should now take a hand in the dispute. The Cabinet should offer its good offices to the contending parties.

The Pall Mall Gazette reiterates the solemn warning concerning the growing indignation in India, and says that it is in the light of these circumstances that Lord Hardinge's somewhat unfortunate speech must be considered. He said far too much. It was not very wise to express his personal approval of the Indians, violating the laws of South Africa. "We appreciate his purpose, but he need not have poured gall on the fire. An impartial Committee can only be appointed if South Africa freely consents."

Anglo-Indian Press Comment.

The Times of India (Bombay) asks, if there was no ill-treatment what has Sir Louis Botha to fear from an enquiry? He laments the fact that the good faith of his Government should be questioned, but does not recognise the fact that it is only questioned because, owing to his continued evasion of the charges, no trust can be put in his affirmations.

The Bombay Chronicle says—The whole of Sir Louis Botha's speech was inspired with a tone of lofty superiority and almost contempt for the claims of the Indians. Evidently he is quite unconscious that he and his colleagues are on their defence.

The Bombay Gazette says—Lord Hardinge's speech is not calculated to diminish the difficulties of the situation. Indeed it is becoming more and more apparent that unless some steps are taken to settle the

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE BRITISH SUGAR TRADE.

LONDON, Nov. 29.

IMPERIAL COUNCIL OF COMMERCE.

A Real Link of Empire.

LONDON, Nov. 28.

At the inaugural banquet of the Imperial Council of Commerce Mr. Barton, Secretary to the Board of Trade, welcomed the guests, as a real link in the Empire, of a clearing-house for commercial information. He paid a tribute to the Trade Commissioners, and said they were of great assistance in meeting competition in the Colonies.

More Reports of Assaults.

A telegram from Delhi states that Mr. Gokhale continues to receive telegrams from South Africa complaining of reports of assaults on several estates and the Government's refusal to ascertain the facts.

In a speech to-day, Mr. Gokhale said that the position of their countrymen in South Africa was growing desperate. They must not, however, lose heart. It was the universal belief throughout India that the Imperial Government was far more careful of the feelings of Europeans in South Africa than of the rights and feelings of a hundred million of his Majesty's Indian subjects. If such belief were allowed to become a settled conviction, the gravest results would follow to India and the whole Empire. Fortunately, that danger had been greatly mitigated by the Viceroy's courageous utterance at Madras. Unless public opinion in England and South Africa realised the bitterness and fierceness of the resentment, convulsing India they would be unable to measure the magnitude of the service Lord Hardinge had rendered to the Empire.

THE PREMIER ON THE HOME RULE QUESTION.

"No Prospect of an Agreement at Present."

LONDON, Nov. 28.

Mr. Asquith, dealing with the Home Rule question in a speech at Leeds, said there was no ground for a general election. They were not going to be frightened or arrested by menaces of civil war. Such threats, coupled with Lord Lansdowne's hints as to the effect on the Army constituted a most formidable obstacle to an agreed settlement, for they implied the whole gospel of anarchy.

The Premier continued—"But I repeat that it is of the highest importance that the new system in Ireland should not start on a basis of civil strife—and the apparent victory of one section and the abasement of the other. Any settlement should be a subject beyond the risks of electoral and Parliamentary vicissitudes. Suggestive considerations have already come from many quarters, and though at present I see no prospect of an agreement I do not concur that the time is being wasted. It is useless for party leaders to shout alternative suggestions from rival platforms, but the door is not closed to an honourable and reasonable way of peace."

The Premier emphatically denied the rumours of divisions in the Cabinet. They would not make any surrender on principle, and meant to see this through. The Government would not betray the trust that the Irish members had reposed in them.

MARRIAGE AT SEA.

Doctor Weds at the Helm.

A rather unusual case occurred on the Korea on her trip from Manila to this port.

On Thursday when the ship was eight miles west of the island of Luzon, a wedding took place on board. The bride was Miss Mary, daughter of the Captain, and the groom was Mr. John, a young man from Manila.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE BRITISH SUGAR TRADE.

LONDON, Nov. 29.

IMPERIAL COUNCIL OF COMMERCE.

A Real Link of Empire.

LONDON, Nov. 28.

At the inaugural banquet of the Imperial Council of Commerce Mr. Barton, Secretary to the Board of Trade, welcomed the guests, as a real link in the Empire, of a clearing-house for commercial information. He paid a tribute to the Trade Commissioners, and said they were of great assistance in meeting competition in the Colonies.

More Reports of Assaults.

A telegram from Delhi states that Mr. Gokhale continues to receive telegrams from South Africa complaining of reports of assaults on several estates and the Government's refusal to ascertain the facts.

In a speech to-day, Mr. Gokhale said that the position of their countrymen in South Africa was growing desperate. They must not, however, lose heart. It was the universal belief throughout India that the Imperial Government was far more careful of the feelings of Europeans in South Africa than of the rights and feelings of a hundred million of his Majesty's Indian subjects. If such belief were allowed to become a settled conviction, the gravest results would follow to India and the whole Empire. Fortunately, that danger had been greatly mitigated by the Viceroy's courageous utterance at Madras. Unless public opinion in England and South Africa realised the bitterness and fierceness of the resentment, convulsing India they would be unable to measure the magnitude of the service Lord Hardinge had rendered to the Empire.

THE PREMIER ON THE HOME RULE QUESTION.

"No Prospect of an Agreement at Present."

LONDON, Nov. 28.

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REVIEWS.

"It."

We are glad to learn that the new monthly, "It," is meeting with a kindly reception in Hongkong. Encouraged by their success, the promoters intend to add some improvements to their next number; and, in all probability, "It" for December will be presented in a more attractive cover and may be further embellished with illustrations. The present number contains some very interesting articles. In "The Star of the East," the Cyclic closely deals with the unpleasant side of the important young man known as the "Hongkong Cadet." The railway is nicely done, and might be usefully pondered over by the subject in question. The "Regimental Sketches" should appeal to those who are familiar with the officers' mess and the peevish little events that sometimes happen there. An article on the "Foreign Legion" also makes interesting reading. "Needed Reforms" to make Hongkong an attractive bathing place in summer, forms the subject of another interesting article, to which the attention of the authorities might well be called, for, as the writer points out, it is indeed strange that in a landlocked harbour such as Hongkong sea bathing is not within the reach of all. "Coolies and the Morphia Habit," "Philippine Independence and the Foreigners" and several interesting articles on racing topics and cricket also add to the attractiveness of the number. A short article "In Memoriam" of the late Mr. F. C. Kidd of the "China Mail" staff is contributed by a local journalist, who deals with his subject with appropriate tenderness and sympathy.

This new periodical we welcome heartily, and we hope that "It" may have a long and prosperous career.

"The Studio."

A feature of interest in the October number of "The Studio" is a series of pen and ink sketches by Mr. Lester G. Hornby in which quite a novel method and medium are employed. The sketches, of which there are eight, were made by the artist on a recent visit to the little French fishing village of Equihen, a few miles from Boulogne, and in making them he used an ordinary fountain pen and washed the values in with a brush and water, using only the ink left on the paper by the pen. Mr. Hornby finds this the most convenient method of recording passing effects in time and value, and it is certainly one which has many points to commend it, especially its simplicity. The designs for scenery and costume of Leon Bakst, whose art has so enriched the performances of the Russian ballet dancers, is treated in an article embellished with several reproductions in colour; and a note of topical interest is struck by "The colour lure of Mexico" by Helen Hyde, a number of whose wood engravings and wood prints illustrate an exceptionally well written and entertaining article. Mr. James Whitlaw Hamilton, A.R.S.A., B.S.W., is the subject of the biographical appreciation this month; and sketches by Louis Orr are reproduced.

FULL COURT JUDGMENT.

In Partnership Action.

Their Lordships the Chief Justice (Sir William Rees Davies) and Mr. Justice Gwynne (Puisne Judge) delivered their reserved judgment in the Supreme Court this morning in the appeal in the case brought by Ho Chung Shi against Ho San Lam, in which plaintiff asks for a partnership account.

The appellant was represented by Mr. C. G. Alabaster, instructed by Mr. M. Rendel Harris (of Messrs. Wilkinson and Grist) and Messrs. W. W. Slade, E.C., and P. C. Jenkins, instructed by Mr. E. de Almeida e Castro, represented the respondent.

The appeal was against an order made by His Lordship the Chief Justice in Chambers for security for costs, and the decision of the Full Court was that the sum of \$250 should be put up as costs of the appeal.

Mr. Slade, Junr., as well as Mr. E. de Almeida, the respondent, were allowed with costs.

The Chief Justice said that it was Mr. Slade, Junr., who had applied for the order. They cannot come in again and apply for more security because their costs have not been paid, and go on making further applications. The next application will be that proceedings be stayed because the costs of this application have not been paid.

The Full Court said this application was for costs of the appeal.

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Lane, Crawford & Co.

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DRESS WEAR.

LADIES' EVENING.

GLOVES \$3.50 PER PAIR.

MEN'S WHITE GLOVES \$1.50 PER PAIR.

DRESS SHIRTS \$3.50 EACH.

COLLARS \$4.50 PER DOZEN.

SILK SOCKS \$1.00 PER PAIR.

PATENT PUMPS FROM 6.50 PER PAIR.

NEW STYLES IN WAISCOATS FROM 5.00 EACH.

LANE, CRAWFORD & CO.

THE HONGKONG CHESS CLUB.

A meeting of the Committee of the above Club was held at the office of the President, the Hon. Mr. E. E. Pollock, K.C., 5, Queen's Road Central, on Thursday.

Mr. Pollock took the chair, and there were also present the following members of Committee—Mr. M. J. Danenberg, Mr. P. R. Rozeire and Mr. D. E. Carvalho (Hon. Secretary).

The Chairman mentioned that he had brought out to the Colony the Inter-Club Challenge Shield, which was put up by him for competition last year and which was won for the season by the Chess Club. It was decided that that competition should be resumed in January. It was also decided that the Monday and Thursday meetings at the City Hall Library should be continued, and that the opening pick-up match of the season should be played there, on Monday next, the 1st December, at 6.15 p.m. It was likewise decided to accept the invitation of the Hon. Mr. E. E. Pollock, K.C., to a match of five sides on Tuesday, the 9th December, at 5.15 p.m.

The questions of the Club contributing a sum of money towards a shield for competition by the Hongkong University and certain schools of the Colony amongst themselves and also a Championship Match being instituted for competition on Thursdays were brought up and will be brought forward for discussion, together with any other suggestions which members may desire to make, at the annual general meeting which will shortly be held.

METRIC SYSTEM IN CHINA.

Mr. C. S. Cheng, Chief of Bureau, Ministry of Industries and Commerce, Peking, wrote recently to the Home Press.

I am just on the point of returning to China from the International Bureau of Weights and Measures at Geneva, where I have been studying the metric standards of weight and measure with the object of convincing myself of the necessity of adopting the metric system in China.

It is a long story, but I have been studying the metric standards of weight and measure with the object of convincing myself of the necessity of adopting the metric system in China.

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REGULAR SAILINGS VIA PORTS AND RIVER CANAL.

(With liberty to call at the Malabar Coast.)

FOR BOSTON AND NEW YORK.

S.S. MUNCASTER CASTLE, on or about 5th December.

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TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS.

with transshipment at CAIRO, in conjunction with the

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Steamer from Hongkong: On or about: Connecting at Calcutta with steamer or about:

KUTANG TORILLA KUMSANG Nov. 29. Dec. 3. "UNKUMI" 5th Dec.

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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailings: S.S. BANRY MARU, For Moji & Kobe, 19th December.

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OR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION.

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This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

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What do they know of Whisky who only Whisky know?

It is not sufficient to ask for "Whisky." If you want the best and purest Specify

"King George IV"

The Top Notch of Scotch

A soft, sound natural wholesome stimulant that ministers to good health and neither affects the liver nor the liver.

The Distillers Co., Ltd.

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION			
FOR	CLASSES	TO SAIL	
SHANGHAI & TSINGTAU	YINGCHOW	To-night Midnight	
NINGPO, WZIHAIWAI & CHEFOO	KANG	Dec. 1, at 4 p.m.	
MANILA, CEBU & ILOILO	TAIHO	Dec. 2, at 4 p.m.	
SHANGHAI	SINGAPORE	Dec. 3, at 10 p.m.	
HAIPHONG	KIYOTO	Dec. 4, at 10 a.m.	
SHANGHAI	LUCHOW	Dec. 4, at 4 p.m.	
SHANGHAI & TSINGTAU	PAOTING	Dec. 6, Midnight	
SHANGHAI	AMOI	Dec. 11, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
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MANILANINE Twin Screw Steamer "Chinhua," Taming, & "Tait" Excellent Steam accommodation, stowage. Electric Fans fitted. Extra state-room on deck, staterooms "Taming" and "Tait."

S.S. SHANGHAI LINE: The Twin Screw Steamers "Ainist," "Chenai," and the S.S. "Lingschow," "Luchow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fixed schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to Hongkong, North Borneo, China, Formosa, etc.

The Steamers leaving Hongkong on Sundays pass from Shanghai to Keelung, leaving there on Thursdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers had passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single tickets to return 75%.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION),

For	SHIPPING	To
SHANGHAI via SWATOW	HANGSANG	SUNDAY, Nov. 30, Daylight
TIENSTIN	CHONGSHING	MONDAY, Dec. 1, at Noon
SANDAKAN	HINSANG	WEDNESDAY, Dec. 3, at Noon
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, Dec. 3, at Noon
SHANGHAI	CHOYSANG	THURSDAY, Dec. 4, at Noon
MANILA	LOONGSANG	SATURDAY, Dec. 6, at 5 p.m.
SHANGHAI KORE & MOJI	NAMSANG	TUESDAY, Dec. 10, at 5 p.m.

RETURN TOURS TO JAPAN. (Occupying 34 days).

THE steamers *Kuangs, Nansung, and Loang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the *Footong, Kuangs, Loang, Yaching* and *Shuang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. (Thursdays and Saturdays).

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON & ANTWERP	DEN OF GLAMES	29th Dec.
LONDON & ANTWERP	MONMOUTHSHIRE	30th Jan.
LONDON & ANTWERP	DEN OF AIRLIE	29th Feb.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TAOUEA & PORTLAND	MERIONELSHIRE	3rd December.
VICTORIA, VANCOUVER, SEATTLE, TAOUEA & PORTLAND	GLENBOY	12th January.
VICTORIA, VANCOUVER, SEATTLE, TAOUEA & PORTLAND	CARDIGANSHIRE	5th February.

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EASTWARD.

S.S. **DUNERA**, 5,369 tons, Captain **Dunneken**, will be despatched for **YOKOHAMA, KOBE and MOJITO** on 14th December.

WESTWARD.

S.S. **TOKILLA**, 4,414 tons, Captain **Swenson**, will be despatched for **SINGAPORE, PENANG and CALCUTTA** on 14th December.

S.S. **DILWARA**, 4,172 tons, Captain **Samson**, will be despatched as above on 14th December.

The above passenger ships occasionally make additional calls at **Yokohama and Kobe**, and all the last accounts show all parts of the world in a peaceful and happy condition.

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Connecting Steamers	Steamers to	Leave	Leave	Connecting Steamers	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	London	Marseilles	London
Jan. 22	EGYPT	Jan. 13	Jan. 17	MOULTAN	Feb. 14	Feb. 30
Feb. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 23	Mar. 9
Feb. 19	CHINA	Feb. 10	Feb. 14	MALAKA	Mar. 14	Mar. 30
Mar. 19	ASSATE	Feb. 24	Feb. 28	MARMORA	Mar. 23	Apr. 8
Mar. 19	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 13	Apr. 29
Apr. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 23	May 9
Apr. 19	ARADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 25
Apr. 19	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSATE	May 5	May 9	MOULTAN	June 6	June 22

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO to London is definitely reserved in Hongkong at the time of booking.
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1st SALOON	2nd SALOON	1st SALOON	2nd SALOON
Accommodation	Accommodation	Accommodation	Accommodation
SINGLE RETURN	SINGLE RETURN	SINGLE RETURN	SINGLE RETURN
285	245	285	245
297	257	297	257

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Spain	Marseilles	London	London
Jan. 22	EGYPT	Jan. 13	Jan. 17	MOULTAN	Feb. 14	Feb. 30
Feb. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 23	Mar. 9
Feb. 19	CHINA	Feb. 10	Feb. 14	MALAKA	Mar. 14	Mar. 30
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Mar. 19	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 13	Apr. 29
Apr. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 23	May 9
Apr. 19	ARADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 25
Apr. 19	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSATE	May 5	May 9	MOULTAN	June 6	June 22

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.
FARES TO LONDON
1st SALOON 250 SINGLE; 275 RETURN.
2nd SALOON 125 SINGLE; 150 RETURN.
FARES TO MARSEILLES
1st SALOON 245 SINGLE.
2nd SALOON 125 SINGLE.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For further particulars apply to

E. A. HEWETT, Superintendant.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO	TO SAIL
MANILA, YAP, MARON, SAMAR, NEWGUIN, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR	Capt. H. Bremer	SATURDAY, 29th November, at 9 a.m.
Kobe	COBLENZ	Capt. L. Klugkist	ABOAT TUESDAY, 9th Dec.
JESSELTON, KUDAT, SANDAKAN	BORNEO	Capt. J. Koehler	TUESDAY, 2nd December, at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

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HAMBURG-AMERIKA LINIE

IN CONNECTION WITH Deutsche Dampfschiffahrts-Gesellschaft HANSA

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES VIA STRAITS AND COLOMBO

MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW-YORK, AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (Oa.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Onward	Homeward
For Shanghai, Kobe & Yokohama	For Rotterdam, London & Hamburg
S.S. EMDEN	S.S. HAMBURG
S.S. SILESIA	S.S. BREMEN
S.S. PREUSSEN	S.S. SEBASTIA
S.S. O.J.D. ABERS	For Marseilles, Havre & Bremen
S.S. BELGIYA	S.S. UCKERMARK
S.S. SPENZA	For Marseilles, Bremen & Hamburg
S.S. SCANDIA	S.S. WESTPHALIA
S.S. HORDEN	
S.S. HAYEN	

For further Particulars apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

SHIPPING

AUSTRIAN LLOYD

Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE).

S.S. AFRICA, 8,940 tons, will leave as above about 15th December.
Superior accommodation for 1st and 2nd Class passengers, and service, via the Adriatic, to Trieste, Venice, and Genoa.

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £15, 3rd £10.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

S.S. NIPPON, 13,500 tons, will leave as above about December 2nd.
These Steamers of large tonnage are fitted with comfortable and ample accommodation for "United States" and "British" Passengers, and service, via the Adriatic, to Trieste, Venice, and Genoa.

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £15, 3rd £10.

TO SHANGHAI:
S.S. AFRICA, 8,940 tons, will leave as above on 1st December, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Class £25, 2nd £20, 3rd £15.

TO KOREA, VIA SHANGHAI, YOKOHAMA.
S.S. E. F. FERDINAND, 12,000 tons, will leave as above about 29th November.

Days taken at through rates to all ports in Atlantic, Levant, Black Sea and Danube, also North and South America.

HANDER, WILKIN & CO., Agents, Prince's Building.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Far West, Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.
Steamers Captain Leave

PANAMA MARU, Captain Kaneko, Wednesday, 10th Dec. at 1 p.m.

SEATTLE MARU, Captain Kaneko, Thursday, 26th Dec. at 1 p.m.

MEXICO MARU, Captain Kaneko, Friday, 7th Jan. at 1 p.m.

CHICAGO MARU, Captain Kaneko, Saturday, 22nd Jan. at 1 p.m.

TACOMA MARU, Captain Kaneko, Sunday, 23rd Jan. at 1 p.m.

Calling at SHANGHAI, NAGASAKI, KORE, YOKKAICHI & YOKOHAMA.
Calling at MOJI, KORE, YOKKAICHI & YOKOHAMA.

These Newly Built Steamers have high speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Beside adapted rooms for carrying S.B.L. Steamer and Parcel. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.
For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving
LUZON MARU, Captain Kaneko, Saturday, 6th Dec. at 4 a.m.

SAIGON MARU, Captain Kaneko, Friday, 26th Dec. at 4 p.m.

INDO MARU, Captain Kaneko, Saturday, 27th Dec. at 4 p.m.

For MOJI, KORE & YOKKAICHI.
Steamer Captain Leaving
SAIGON MARU, Captain Kaneko, Monday, 1st Dec. at 4 p.m.

LUZON MARU, Captain Kaneko, Saturday, 6th Dec. at 4 a.m.

INDO MARU, Captain Kaneko, Saturday, 27th Dec. at 4 p.m.

CHINA AND FORMOSA LINE.
For TAMSUI, via SWATOW & AMOY.

Steamer Captain Leaving
DALIN MARU, Captain Kaneko, Sunday, 30th Nov. at 10 a.m.

DAIGI MARU, Captain Kaneko, Sunday, 7th Dec. at 10 a.m.

For FOCHOOW via SWATOW AND AMOY.
Steamer Captain Leaving
KAIJO MARU, Captain Kaneko, Wednesday, 2nd Dec. at Noon.

For ANPING & TAKAO via SWATOW & AMOY.
Steamer Captain Leaving
SOBU MARU, Captain Kaneko, Wednesday, 19th Dec. at 8 a.m.

For CANTON.
Steamer Captain Leaving
SOBU MARU, Captain Kaneko, Friday, 27th Dec.

These Steamers of the Coast and Formosa Line have similar accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from SOON-KEI WHARF (near the Harbour Office, Prince's Building).
For further information, apply to

Z. KAMITA, Manager.
Second Floor No. 7, Queen's Building.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA PORTS AMSTERDAM, CANAL, &c.

(With Liberty of Call at the "MAMAR" COAST.)
S.S. INDRA, On or about 15th December, 1913.
For further information apply to
SHRYAN, TOMES & CO., General Agents.
Hongkong, November 15, 1913.

PHILIPPINE STEAMSHIP CO.

Steamer	Ton	Speed	For	Sailing Date
RUBY	4000	7 Miles	Manila, Hongkong, Hongkong, Hongkong	Wednesday, Dec. 2, at 4 p.m.
SAVING	4000	7 Miles	Manila, Hongkong, Hongkong, Hongkong	Friday, Dec. 11, at 4 p.m.

Passenger tickets and cargo rates may be obtained by any Steamer of the Pacific Mail S.S. Co., from the Agents, Messrs. Shryan, Tomes & Co., and Messrs. Shryan, Tomes & Co., General Agents.

SHIPPING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment to COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
From Hongkong: 23rd December, 1913. "SUKRAT"
From Colombo: 13th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment to COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
From Hongkong: S.S. "SALAMIS" Middle of February, 1914.
From Colombo: S.S. "SALAMIS" Middle of February, 1914.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

PORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For SHANGHAI, KORE, YOKOHAMA, POLYNESIA, Lascars, 1st December.

For SHANGHAI, KORE, YOKOHAMA, POLYNESIA, Lascars, 2nd December.

Through Bills of Lading to London, via Paris, from £27.10 up to £71.10. 30 hours railway from Marseilles to London. Interpreters meet passengers on their arrival at Marseilles.

For further particulars apply to de BUSSIERRE, Act. Agent, QUEEN'S BUILDING.

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP CO.

S.S. MINNESOTA.
Capacity 23,000 Tons. Length 320 Feet. Beam 75 Feet.
30,718 Tons Gross Register. 17,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. SARGENT)

Sails from HONGKONG on SUNDAY, 30th February at 10 a.m.

FOR SEATTLE via NAGASAKI, INLAND SEA, KORE AND YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (at outside rates), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways to all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to NIPPON Yusen Kaisha, Limited, Agents, TACSHUET.

Vessels Advertised as Loading

DESTINATION	VESSEL	AGENTS	DATE OF LEAVING
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Abukhan Port, to St. Albans. S.S. Livingston & Co. Dec. 11, at 10 a.m.

Elbey, to S. ports & Obo. S.S. Livingston & Co. Dec. 11, at 10 a.m.

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NOTICES TO CONSIGNEES

FROM PORTLAND, ON A PORTNIGHTLY SERVICE.

THE H.A.L. Steamer "JOKERMARK", Captain Rouse, having arrived, consignees are hereby notified to send in their bills of lading for consignment, and take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 2nd prox. at noon, will be loaded at consignee's risk and expense, and delivery must then be taken from The Hongkong & Shanghai Steamer Co. Ltd.

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